



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council meeting agenda

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Tuesday, May 9, 2023

10:30 AM

Happy Valley City Hall (16000 SE Misty Dr,  
Happy Valley, OR 97086)

<https://zoom.us/j/615079992> Webinar ID:  
615 079 992 888-475-4499 (toll free)

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**1. Call to order and Roll Call**

**2. Public Communication**

\*Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting. Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting

**3. Presentations**

3.1 Central Services Budget Presentation [23-5872](#)

Presenter(s): Ryan Kinsella (he/him), Metro  
Lia Waiwaiole (she/her), Metro  
Julio Garcia (he/him), Metro  
Rachel Tull(she/her), Metro  
Caleb Ford (he/him)

Attachments: [Staff Report](#)

3.2 Council, COO, GAPD budget presentation [23-5847](#)

Presenter(s): Andrew Scott, Metro

Attachments: [Staff Report](#)

**4. Other Business**

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- 4.1 For the Purpose of the Budget Committee to Deliberate on  
the FY 2023-24 Proposed Budget and to Consider  
Proposed Amendments to be Included in the FY 2023-24  
Approved Budget (public hearing)

[23-5874](#)

Attachments: [Staff Report](#)  
[Attachment 1 to Staff Report](#)

5. **Chief Operating Officer Communications**
6. **Councilor Communications**
7. **Adjourn**

## Metro respects civil rights

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### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

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Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រកាសស្តីពីការមិនរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រសិនបើ ។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រសិនបើ ។  
ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

### Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

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### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tais koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwv ua ntej ntawm lub rooj sib tham.

***Central Services Budget Presentation***  
*Presentation*

**Metro Council Work Session Meeting**  
Tuesday, May 9, 2023



## STAFF REPORT

### DEPARTMENT BUDGET PRESENTATIONS: CENTRAL SERVICES

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Date: April 19, 2023

Prepared by:  
Patrick Dennis, Budget Coordinator

Departments: Capital Asset Management (CAM); Communications; Human Resources (HR); Information Technology and Records Management (IT); Finance and Regulatory Services (FRS)

Presented by:  
Ryan Kinsella, CAM Director  
Lia Waiwaiole, Communications Director  
Julio Garcia, HR Director  
Rachel Tull, Chief Information Officer  
Brian Kennedy, Chief Financial Officer

Meeting date: May 9, 2023

Length: 60 minutes

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### ISSUE STATEMENT

This meeting will provide Council, acting as the Budget Committee, the opportunity to hear how the Capital Asset Management, Communications, Human Resources, Information Technology and Records Management, and Finance and Regulatory Services departments' FY 2023-24 budgets align with the Council priorities, strategic framework, racial equity outcomes, and climate action goals. Information shared at this meeting will help guide the development of the FY 2023-24 Approved Budget.

### ACTION REQUESTED

Council discussion and feedback regarding the Central Services FY 2023-24 proposed budgets.

### IDENTIFIED POLICY OUTCOMES

Development of a FY 2023-24 Metro budget that aligns with Council priorities.

### POLICY QUESTIONS

What are the policy implications and tradeoffs that will result from the departments' budgets?

Specific factors for Council consideration *may* include:

- How well do the departments' programs align with Council priorities and direction?
- Do the budgets represent a good investment in, and advance, the Council priorities?
- Have the departments demonstrated sufficient planning to successfully implement any new programs and/or projects?

### POLICY OPTIONS FOR COUNCIL TO CONSIDER

Each department's budget has individual items that should achieve outcomes specifically addressed by Council through the strategic framework. Council can support the budget in whole or in part and modify individual items or larger program requests.

### STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend that Council hear all the department presentations prior to determining their support for each department's proposed budget.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

Each department's FY 2023-24 base budget was developed following the Chief Financial Officer's budget instructions released in early December 2022. The base budgets allow departments to continue existing programs and projects as adjusted for various factors such as inflation, COLAs, etc.

New programs, projects, additional appropriations, and FTE are requested through the department's budget modification request process. These requests were reviewed and analyzed by the Chief Operating Officer, Deputy Chief Operating Officers, and Chief Financial Officer. Approved requests were built into the FY 2023-24 Proposed Budget, released on April 7, 2023, and presented by the Chief Operating Officer, acting as the Budget Officer, on April 11, 2023, with their Budget Message.

### **Legal Antecedent**

The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. The Chief Operating Officer, acting in their capacity as the designated Budget Officer, is required to present a balanced Proposed Budget to Council, acting in their capacity as Metro's Budget Committee.

## **BACKGROUND**

Each department will provide information pertaining to their proposed budget, that includes budget modification requests approved by the Chief Operating Officer.

**Council, COO, GAPD budget presentation**  
*Presentation*

Metro Council Work Session  
Meeting Tuesday, May 9 2023

## **STAFF REPORT**

### **DEPARTMENT BUDGET PRESENTATIONS: COUNCIL, CHIEF OPERATING OFFICER AND GOVERNMENT AFFAIRS AND POLICY DEVELOPMENT**

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Date: April 19, 2023

Prepared by:  
Patrick Dennis, Budget Coordinator

Departments: Council, Chief Operating Officer (COO), Government Affairs and Policy Development (GAPD)

Presented by:  
Andrew Scott, Deputy Chief Operating Officer

Meeting date: May 9, 2023

Length: 60 minutes

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#### **ISSUE STATEMENT**

This meeting will provide Council, acting as the Budget Committee, the opportunity to hear how the Council, COO, and GAPD FY 2023-24 budgets align with Council priorities, strategic framework, racial equity outcomes, and climate action goals. Information shared at this meeting will help guide the development of the FY 2023-24 Approved Budget.

#### **ACTION REQUESTED**

Council discussion and feedback on the departments' proposed budgets.

#### **IDENTIFIED POLICY OUTCOMES**

Development of a FY 2023-24 Metro budget that aligns with Council priorities.

#### **POLICY QUESTIONS**

What are the policy implications and tradeoffs that will result from the departments' budgets?

Specific factors for Council consideration *may* include:

- How well do the departments' programs align with Council priorities and direction?
- Do the budgets represent a good investment in, and advance, the Council priorities?
- Have the departments demonstrated sufficient planning to successfully implement any new programs and/or projects?

#### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Each department's budget has individual items that should achieve outcomes specifically addressed by Council through the strategic framework. Council can support the budget in whole or in part and modify individual items or larger program requests.

#### **STAFF RECOMMENDATIONS**

The Chief Operating Officer and Chief Financial Officer recommend that Council hear all the department presentations prior to determining their support for each department's proposed budget.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

Each department's FY 2023-24 base budget was developed following the Chief Financial Officer's budget instructions released in early December 2022. The base budgets allow the departments to continue existing programs and projects as adjusted for various factors such as inflation, COLAs, etc.

New programs, projects, additional appropriations, and FTE are requested through the department's budget modification request process. These requests were reviewed and analyzed by the Chief Operating Officer, Deputy Chief Operating Officers, and Chief Financial Officer. Approved requests were built into the Proposed Budget, released on April 7, 2023, and presented by the Chief Operating Officer, acting as the Budget Officer, on April 11, 2023, with their Budget Message.

### **Legal Antecedent**

The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. The Chief Operating Officer, acting in their capacity as the designated Budget Officer, is required to present a balanced Proposed Budget to Council, acting in their capacity as Metro's Budget Committee.

## **BACKGROUND**

Each department will provide information pertaining to their proposed budget, that includes budget modification requests approved by the Chief Operating Officer.

**For the Purpose of the Budget Committee to Deliberate on the FY  
2023-24 Proposed Budget and to Consider Amendments to the  
FY 2023-24 Proposed Budget**  
*Public Hearing*

Metro Council Work Session  
Meeting Tuesday May 9 , 2023

## **STAFF REPORT**

### **FOR THE PURPOSE OF THE BUDGET COMMITTEE TO DELIBERATE ON THE FY 2023-24 PROPOSED BUDGET AND TO CONSIDER PROPOSED BUDGET AMENDMENTS TO BE INCLUDED IN THE FY 2023-24 APPROVED BUDGET**

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Date: May 8, 2023

Prepared by:  
Cinnamon Williams, Financial Planning Director  
Patrick Dennis, Budget Coordinator

Department: Office of the Chief Operating Officer

Presented by:  
Marissa Madrigal, Chief Operating Officer  
Brian Kennedy, Chief Financial Officer

Meeting date: May 9, 2023

Length: 45 minutes

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## **ISSUE STATEMENT**

This meeting provides an opportunity for Council, convened as Budget Committee, to deliberate on the FY 2023-24 Proposed Budget, discuss the Chief Operating Officer's Budget Message, the Metro Auditor's budget presentation, and the department budget presentations, in the context of the Council priorities, strategic framework, racial equity outcomes, and climate action goals.

At this meeting, Council will consider two budget amendments (see attachment: FY 2023-24 Summary of Proposed Budget Amendments). If Council, in their capacity as Budget Committee, approves one or both of the budget amendments, by majority affirmative vote, the budget amendment(s) will be included in the FY 2023-24 Approved Budget. The vote to approve the budget, set property tax levies, and authorize the Chief Operating Officer to transmit the FY 2023-24 Approved Budget to the Multnomah County Tax Supervising and Conservation Commission (TSCC) will take place on May 11, 2023, in advance of the TSCC Public Budget Hearing at Metro on June 1, 2023.

This meeting is a Public Hearing and public testimony will be taken by interested members of the public and agency stakeholders. Information shared at this meeting will help guide the development of the FY 2023-24 Adopted Budget.

## **ACTION REQUESTED**

- Council deliberation and feedback on the submitted FY 2023-24 Proposed Budget and the budget presentations.
- Council discussion of the proposed budget amendments to be incorporate into the FY 2023-24 Approved Budget.

## **IDENTIFIED POLICY OUTCOMES**

- Development of a FY 2023-24 Adopted Budget that aligns with Council priorities.
- Budget amendments, if approved, will be incorporated into the FY 2023-24 Approved Budget.

## **POLICY QUESTIONS**

Specific factors for Council consideration *may* include:

- Does Council have any comments or need any questions answered, to improve budget deliberations?
- Does Council require any further explanation, or can any actions be taken, to enhance the Council's understanding of the FY 2023-24 Proposed Budget, after attending the department presentations?
- Do the proposed budget amendments reflect the Council's priorities and goals?

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Council may approve or deny the proposed budget amendments, by majority Council vote, acting in their capacity as Budget Committee.

## **STAFF RECOMMENDATIONS**

The Chief Operating Officer and Chief Financial Officer recommend that Council approve the proposed budget amendments.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

Each department's FY 2023-24 base budget was developed following the Chief Financial Officer's budget instructions released in early December 2022. The base budgets allow the departments to continue existing programs and projects as adjusted for various factors such as inflation, COLAs, etc.

New programs, projects, additional appropriations, and FTE are requested through the department's budget modification request process. These requests were reviewed and analyzed by the Chief Operating Officer, Deputy Chief Operating Officers, and Chief Financial Officer. Approved requests were built into the Proposed Budget, released on April 7, 2023, and presented by the Chief Operating Officer, acting in their capacity as the Budget Officer, on April 11, 2023, with their Budget Message.

This is the first formal opportunity for Council to amend the FY 2023-24 budget, from the Proposed Budget to the Approved Budget. Council will have another opportunity to amend the FY 2023-24 budget, from the Approved Budget to the Adopted Budget, prior to adoption. Amendments to the budget between the approved and adopted stages are limited to no more than 10% increase per fund.

## **Legal Antecedent**

The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. The Chief Operating Officer, acting in their capacity as the designated Budget Officer, is required to present a balanced Proposed Budget to Council, acting in their capacity as Metro's Budget Committee.

## **BACKGROUND**

The Chief Operating Officer, acting in their capacity as the Budget Officer, presented the Metro Council, convened as Budget Committee, the FY 2023-24 Proposed Budget to fully deliberate and to



provide guidance in developing the FY 2023-24 Approved Budget, and eventually, the FY 2023-24 Adopted Budget.

**ATTACHMENT**

- FY 2023-24 Summary of Proposed Budget Amendments



# **METRO FY 2023-24 BUDGET**

Summary of Proposed Budget Amendments to  
the FY 2023-24 Proposed Budget

Budget Amendments  
Consideration Date : May 9, 2023

Vote to Approve Budget Amendments &  
Vote to Approve the FY 2023-24 Budget  
(Public Hearing): May 11, 2023

Prepared by Patrick Dennis, Budget Coordinator  
Updated May 8, 2023

## Summary

On May 9, 2023, Metro Council, acting in their capacity as Budget Committee will consider **two proposed budget amendments to the FY 2023-24 Proposed Budget**.

Per Oregon Budget Law, budget committee actions require the affirmative vote of the majority of the total budget committee membership.

Metro Council, acting in their capacity as Budget Committee, can approve both, one, or none of the proposed amendments in this report.

If one or both budget amendments described in this report are approved, they will be incorporated into the FY 2023-24 Approved Budget.

If the budget amendments described in this report are denied, the FY 2023-24 Approved Budget will remain unchanged from the FY 2023-24 Proposed Budget.

The vote to approve the budget amendments described in this report will take place on May 11, 2023, directly before the vote to approve the full budget (Resolution 23-5321).

Metro Council, in their capacity as the Governing Body, will have an additional opportunity to amend the FY 2023-24 budget between the Approved and Adopted stage, prior to budget adoption, currently scheduled for June 22, 2023.

## Proposed Budget Amendments

### **Metro Council Budget Amendment Decisions:**

- **AMENDMENT 1:** Increase the appropriations of the General Obligation Debt Service Fund by \$3,500,750 AND increase the General Obligation Debt Service Tax Levy by \$3,704,498?

Please note: the two components of the above decision are related and must be approved together.

- **AMENDMENT 2:** Transfer \$295,000 from the General Fund contingency to the Chief Operating Officer's budget to fund additional scope related to the Portland Expo Future Phase 2 project?

## **AMENDMENT 1:**

### **Context:**

On April 6<sup>th</sup>, 2023, Council authorized, through the approval of Resolution 23-5323, the issuance of general obligation refunding bonds. Issuing general obligation refunding bonds will increase the FY 2023-24 General Obligation Debt Service Tax Levy but is expected to generate a *projected savings of \$940,000 or about 1.81%* of the refunding proceeds specifically related to Metro's outstanding General Obligation Bonds, Series 2012A. Resolution 23-5323 also provided Metro with increased flexibility for managing Metro's outstanding and future general obligation debt.

### **Budget Impacts:**

#### **General Obligation Debt Service Fund appropriation increase of \$3,500,750**

- Appropriation increase resulting from the issuance of general obligation refunding bonds and updated debt service payment schedule:

|   | <b>Proposed<br/>Budget</b> | <b>Amendment</b> | <b>Approved<br/>Budget</b> |
|---|----------------------------|------------------|----------------------------|
| <b>GENERAL OBLIGATION DEBT SERVICE FUND</b> |                            |                  |                            |
| Non-Departmental                            |                            |                  |                            |
| Debt Service                                | 78,780,223                 | 3,500,750        | 82,280,973                 |
| <i>Total Appropriations</i>                 | 78,780,223                 | 3,500,750        | 82,280,973                 |
| <b>Total Fund Requirements</b>              | <b>78,780,223</b>          | <b>3,500,750</b> | <b>82,280,973</b>          |

#### **General Obligation Bond Debt Service Tax Levy increase of \$3,704,498**

- The General Obligation Debt Service Tax Levy assumes a 94.5% collection rate:  
 $\$3,704,498 \times 94.5\% = \$3,500,750$  (matches the appropriation increase request above)
  - o See table on the following page

| General Obligation Bond Debt Service Tax Levy Calculation | Proposed Budget     | Amendment          | Approved Budget     |
|---|---------------------|--------------------|---------------------|
| <b>FY 2023-24 REQUIREMENTS</b>                            |                     |                    |                     |
| General Obligation Refunding (2023 Series)                | \$0                 | \$17,500,000       | \$17,500,000        |
| Natural Areas (2012 A Series)                             | \$8,886,200         | (\$8,886,200)      | \$0                 |
| Zoo Infrastructure (2012 A Series)                        | \$5,448,075         | (\$5,113,050)      | \$335,025           |
| Natural Areas (2018 Series)                               | \$2,467,750         | \$0                | \$2,467,750         |
| Zoo Infrastructure (2018 Series)                          | \$1,264,500         | \$0                | \$1,264,500         |
| Affordable Housing (2019 Series)                          | \$39,183,904        | \$0                | \$39,183,904        |
| Natural Areas (2020A Series)                              | \$3,526,179         | \$0                | \$3,526,179         |
| Natural Areas (2020B Series)                              | \$18,003,615        | \$0                | \$18,003,615        |
| <b>TOTAL REQUIREMENTS</b>                                 | <b>\$78,780,223</b> | <b>\$3,500,750</b> | <b>\$82,280,973</b> |
| Sources available for cash flow:                          |                     | \$0                |                     |
| Fund balance  | \$1,998,000         | \$0                | \$1,998,000         |
| Previously levied taxes estimated to be received          | 700,000             | \$0                | 700,000             |
| Interest earned, FY 2023-24                               | 200,000             | \$0                | 200,000             |
| Total non-tax sources available in FY 2023-24             | \$2,898,000         | \$0                | \$2,898,000         |
| Tax resources required to balance                         | \$75,882,223        | \$3,500,750        | \$79,382,973        |
| Levy (assume 94.5% collectable rate)                      | \$80,298,648        | \$3,704,498        | \$84,003,146        |
| Estimated FY 2023-24 Assessed Value                       | \$210,855,683,047   | \$0                | \$210,855,683,047   |
| Levy rate per \$1,000 of assessed value                   | \$0.3808            | \$0                | \$0.3984            |
| On \$100,000 of assessed property value                   | \$38.08             | \$2                | \$39.84             |
|   |                     | \$0                |                     |
| <b>FY 2023-24 GO DEBT TAX LEVY AMOUNT</b>                 | <b>\$80,298,648</b> | <b>\$3,704,498</b> | <b>\$84,003,146</b> |

## **AMENDMENT 2:**

### **Context:**

The FY 2023-24 Proposed Budget includes \$253,000 for the Portland Expo Future Phase 2 project. Additional scoping of the project has identified \$295,000 in additional financial needs to support work related to market and feasibility studies, strategic communication, and sports marketing and branding. These scoping changes reflect the Chief Operating Officer's recommendations highlighted at the February 28, 2023, joint Council and MERC Commission meeting. For this amendment, \$295,000 would be transferred from the General Fund contingency to the Chief Operating Officer's budget, that resides within the Council appropriation line.

## **Budget Impact:**

|   | <b>Proposed<br/>Budget</b> | <b>Amendment</b> | <b>Approved<br/>Budget</b> |
|---|----------------------------|------------------|----------------------------|
| <b>GENERAL FUND</b>                           |                            |                  |                            |
| Council                                       | 10,196,167                 | 295,000          | 10,491,167                 |
| Office of the Auditor                         | 1,134,921                  | -                | 1,134,921                  |
| Diversity, Equity and Inclusion               | 3,033,733                  | -                | 3,033,733                  |
| Office of Metro Attorney                      | 3,793,283                  | -                | 3,793,283                  |
| Information Technology and Records Management | 8,418,288                  | -                | 8,418,288                  |
| Communications                                | 6,837,176                  | -                | 6,837,176                  |
| Finance and Regulatory Services               | 12,159,498                 | -                | 12,159,498                 |
| Human Resources                               | 6,157,538                  | -                | 6,157,538                  |
| Capital Asset Management                      | 7,141,873                  | -                | 7,141,873                  |
| Planning, Development and Research Department | 39,900,835                 | -                | 39,900,835                 |
| Housing                                       | 425,000                    | -                | 425,000                    |
| Special Appropriations                        | 1,945,011                  | -                | 1,945,011                  |
| Non-Departmental                              |                            |                  |                            |
| Debt Service                                  | 2,546,179                  | -                | 2,546,179                  |
| Interfund Transfers                           | 26,694,190                 | -                | 26,694,190                 |
| Contingency                                   | 23,831,880                 | (295,000)        | 23,536,880                 |
| <i>Total Appropriations</i>                   | 154,215,572                | -                | 154,215,572                |
| Unappropriated Balance                        | 27,170,056                 | -                | 27,170,056                 |
| <b>Total Fund Requirements</b>                | <b>181,385,628</b>         | <b>-</b>         | <b>181,385,628</b>         |

Materials following this page were distributed at the meeting.



**HAPPY VALLEY, OR**  
**EST. 1965**

**METRO COUNCIL PRESENTATION**

May 9, 2023



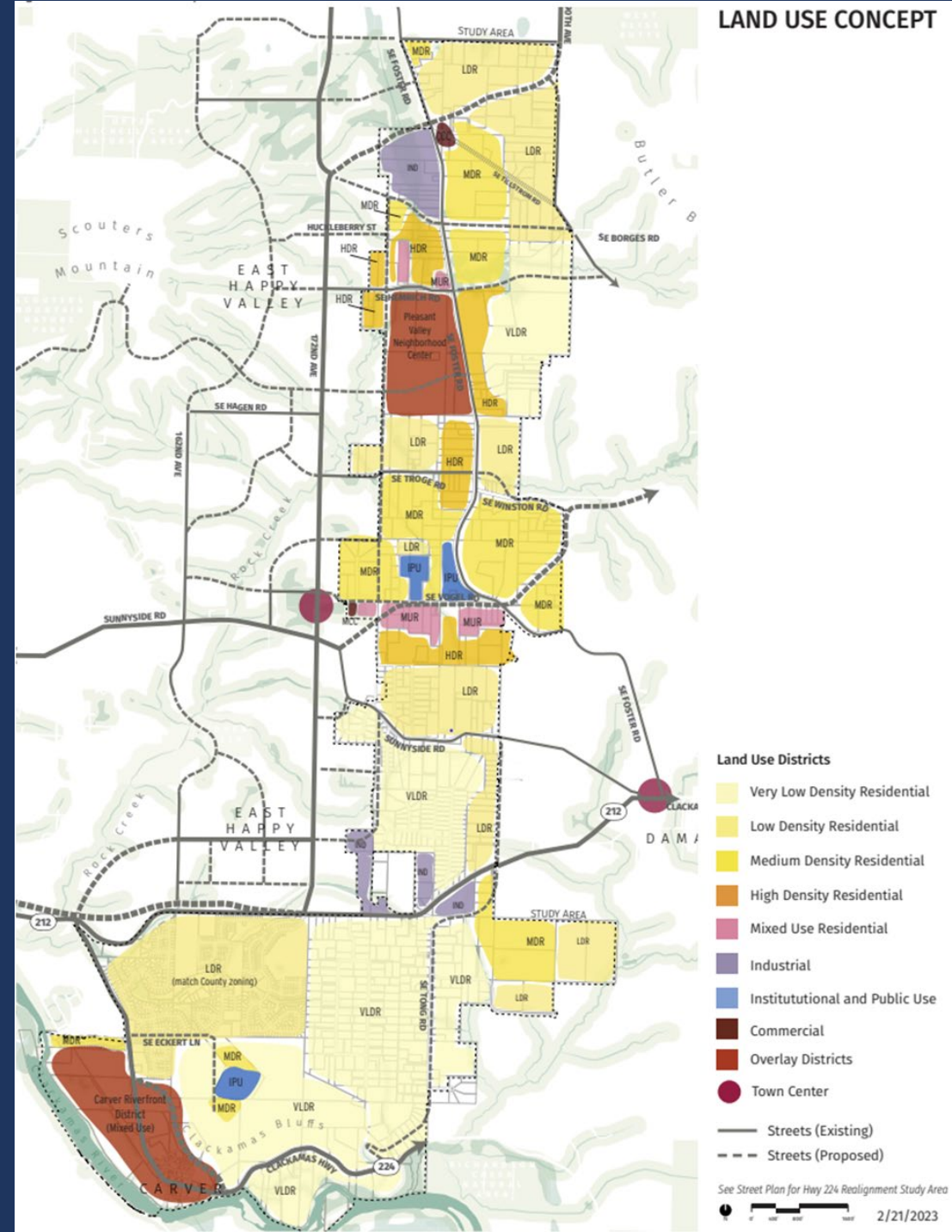
# Happy Valley Current Projects

1. Pleasant Valley / North Carver Comprehensive Plan
2. Downtown Vision
3. Community Center
4. Library Expansion
5. Parks and Recreation Progress & Programs

# Pleasant Valley / North Carver











*Visualization of the Carver Riverfront District*



# Downtown Vision









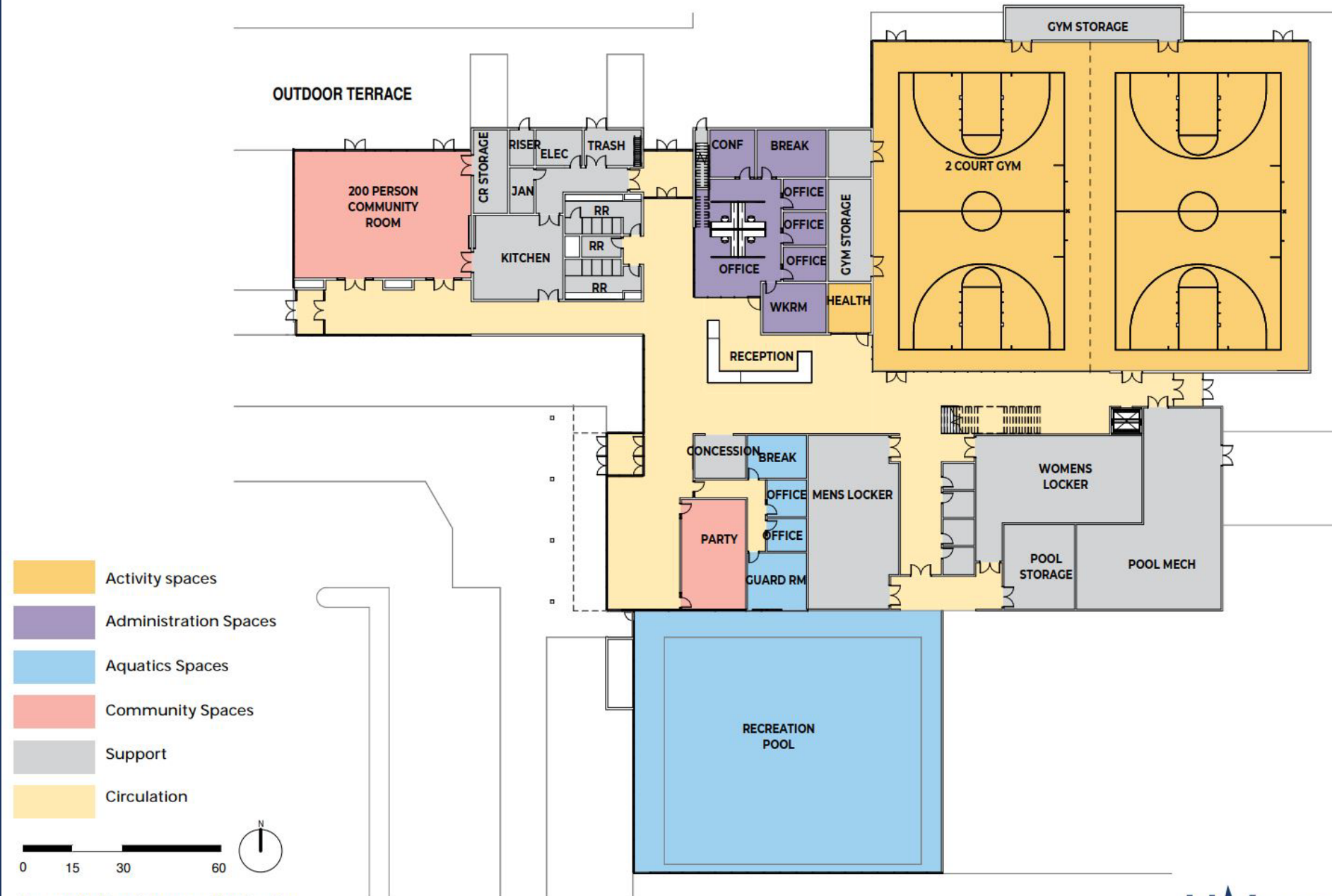




# Happy Valley Community Center



















# Library Expansion











HAPPY VALLEY LIBRARY













# Parks and Recreation Progress & Programs



## CITY OF HAPPY VALLEY PARKS & RECREATION

*Play Happy - Be Happy!*



Classes and programs that foster new experiences and promote healthy living



Over 100 acres of neighborhood parks, trails, and natural areas



Community events that entertain and bring family and friends together



Interactive playgrounds and gathering spaces



Outreach programs for residents throughout the lifespan



### YOUR PARKS LEVY DOLLARS AT WORK

Parks and Recreation is funded via a Parks Levy, which is voted on by residents every five years. This levy helps preserve and enhance recreational facilities and community parks, and provides effective and efficient programs and services for a variety of active interests.


Follow us!    [www.happyvalleyor.gov/parks](http://www.happyvalleyor.gov/parks)

# PARKS IN THE CITY


An at-a-glance view of Happy Valley parks

**City Managed Parks:** REEBSTOCK PARK, MT. SCOTT CREEK PARK & TRAIL, SOUTHERN LITES PARK, HAPPY VALLEY NATURE PARK, VILLAGE GREEN PARK, HIDDEN FALLS NATURE PARK, ASHLEY MEADOWS PARK, HAPPY VALLEY VETERANS MEMORIAL PARK.






**Metro Managed Parks:** Mt. Scott Nature Park, Scouters Mountain Nature Park.



CITY MANAGED PARK



Metro Managed Park  
\*Please note: HV Parks & Recreation provides supplemental safety patrols and fire risk assessment



CITY OF HAPPY VALLEY  
**PARKS & RECREATION**

# 6 FACTS

## YOU SHOULD KNOW ABOUT YOUR PARKS & REC SERVICES

The Happy Valley Parks Levy is up for renewal in November 2022.

Here are six important pieces of information to keep in mind.

8

Number of parks managed by the City

100+

Acres of park, trails, and open space cared for by Parks & Rec

10+

Number of large-scale community events held each year

23+

Number of acres purchased since 2020 for future parks and rec amenities

16

Number of community partners that help augment recreational programming

230+

Number of recreational programs, classes, and excursions held since 2020

Without a Parks Levy, Happy Valley's Parks and Recreation services will end.

This means significantly reduced parks maintenance, limited events, and no recreational programming.





# PARKS & RECREATION IN ACTION

**SINCE TAKING ON PARKS AND RECREATION IN JULY 2020, THE CITY HAS MADE THE FOLLOWING STRIDES IN PROMOTING COMMUNITY WIDE HEALTH AND WELLNESS.**

## COMPLETED PROJECTS:

- ALL ABILITIES PARK DESIGN AND INSTALLATION
- VETERANS MEMORIAL PARK CONSTRUCTION
- TURF FIELD FEASIBILITY STUDY
- HAPPY VALLEY PARK HAZARDOUS TREE REMOVAL
- 23+ ACRES PURCHASED FOR FUTURE PARKS AND FACILITIES
- HAPPY VALLEY PARK PICNIC SHELTER REPLACEMENT



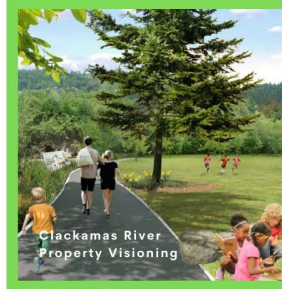
## PROJECTS IN MOTION:

- ADDITIONAL PROPERTY ACQUISITION FOR FUTURE PROJECTS
- COMMUNITY CENTER FEASIBILITY STUDY
- WILDFIRE RISK ASSESSMENTS
- PLEASANT VALLEY VILLAGES NEIGHBORHOOD PARK CONSTRUCTION
- VILLAGE GREEN PARK EXPANSION
- MT. SCOTT CREEK TRAIL UPGRADES
- PLAYGROUND EQUIPMENT UPGRADES AT MULTIPLE CITY PARKS



## UPCOMING PROJECTS:

- CLACKAMAS RIVER PROPERTY VISIONING
- SCOUTERS MOUNTAIN NEIGHBORHOOD PARK CONSTRUCTION
- VETERANS MEMORIAL PARK PHASE II CONSTRUCTION
- HAPPY VALLEY PARK FIELD REPLACEMENTS



**GUIDED BY THE PARKS MASTER PLAN  
FUNDED BY THE PARKS LEVY**



**CITY OF HAPPY VALLEY  
PARKS & RECREATION**



# PROGRAMS, CLASSES & EVENTS

*Something for everyone!*

**Educational and activities-based events to entertain and enrich across the lifespan.**

## **Sports & Fitness**

Being active is key to a healthy body and courses designed to strengthen and keep you moving let your inner athlete shine.

## **Community Education**

Learning a new skill builds confidence and gives you a chance to not only grow as an individual, but also give back to the community.

## **Social Activities & Events**

Getting outdoors and connecting with community has never been easier with outings, excursions, and large scale events that bring families, friends, and neighbors together.

*Your tax dollars at work!*



**CITY OF HAPPY VALLEY  
PARKS & RECREATION**



# Questions?

Jason Tuck | City Manager

503-886-8433 | [jasont@happyvalleyor.gov](mailto:jasont@happyvalleyor.gov)

Ben Bryant | Assistant City Manager

503-886-8440 | [benb@happyvalleyor.gov](mailto:benb@happyvalleyor.gov)



# **Central Services FY 2023-24 Proposed Budget**

May 9, 2023



# Agenda

- Introduction and overview
- Finance and Regulatory Service
- Capital Asset Management
- Communications
- Human Resources
- Information Technology

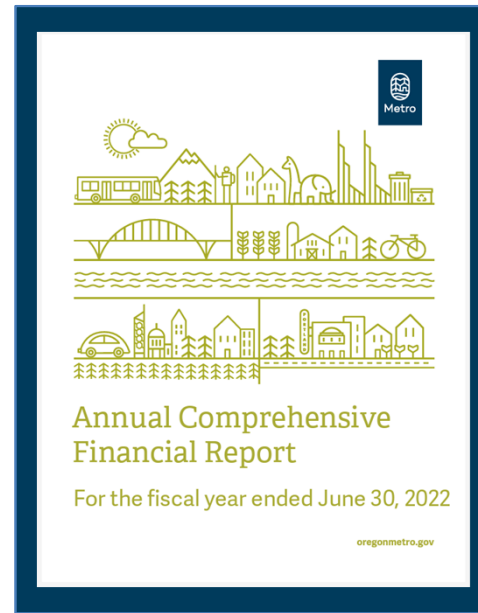
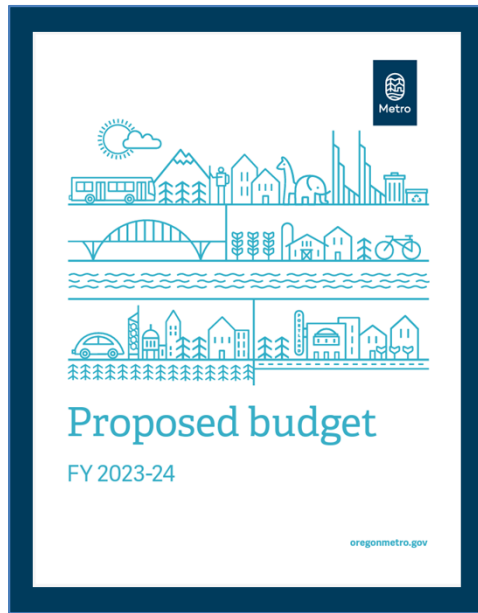
# Introduction and overview

- Building back better
  - Restoring pandemic-era cuts
- Keeping our promises
  - Growing services where needed to support Metro priorities

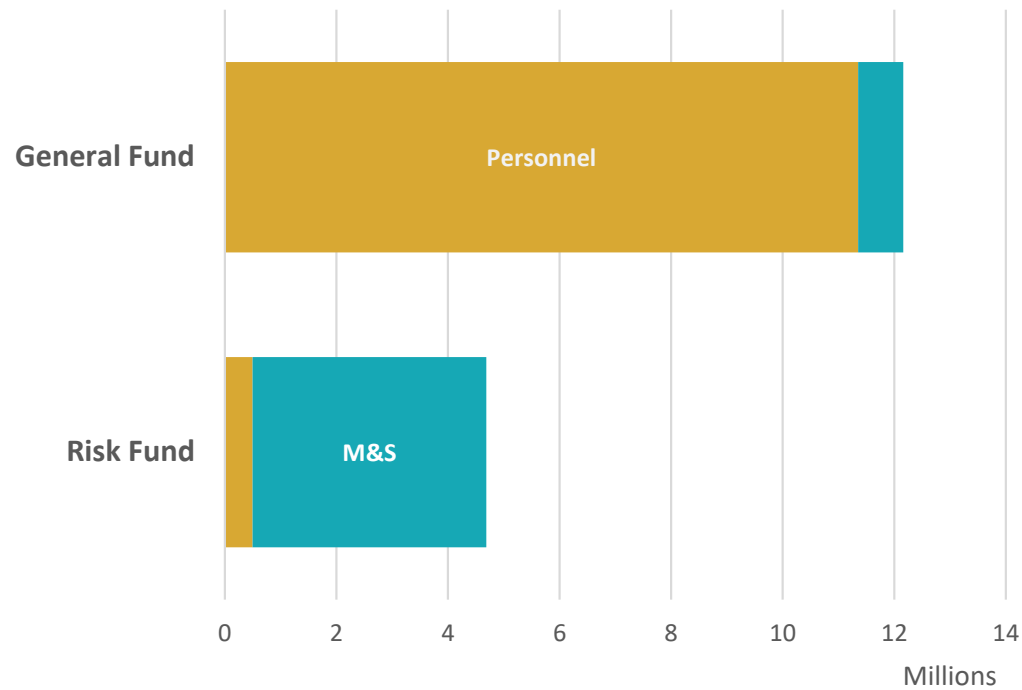


# Finance and Regulatory Services

# Budget Overview



# Budget Overview



General Fund

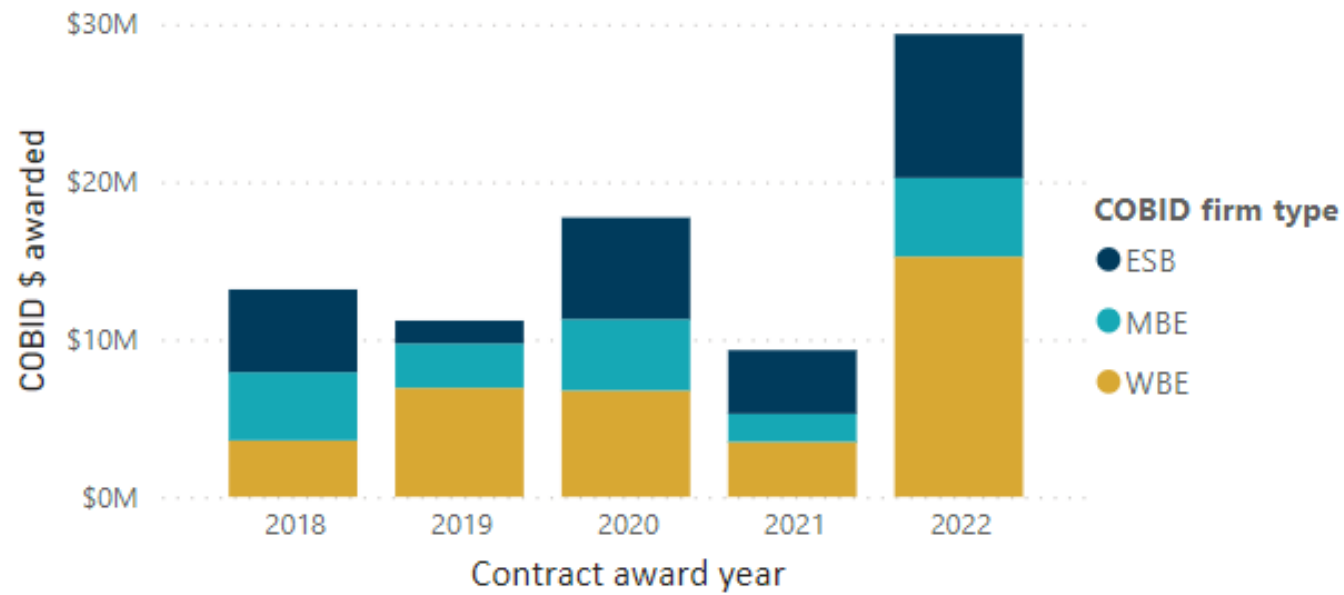
- 73.6 FTE

Risk Fund

- 3.0 FTE

# Equity Metrics

COBID contract dollars awarded by year

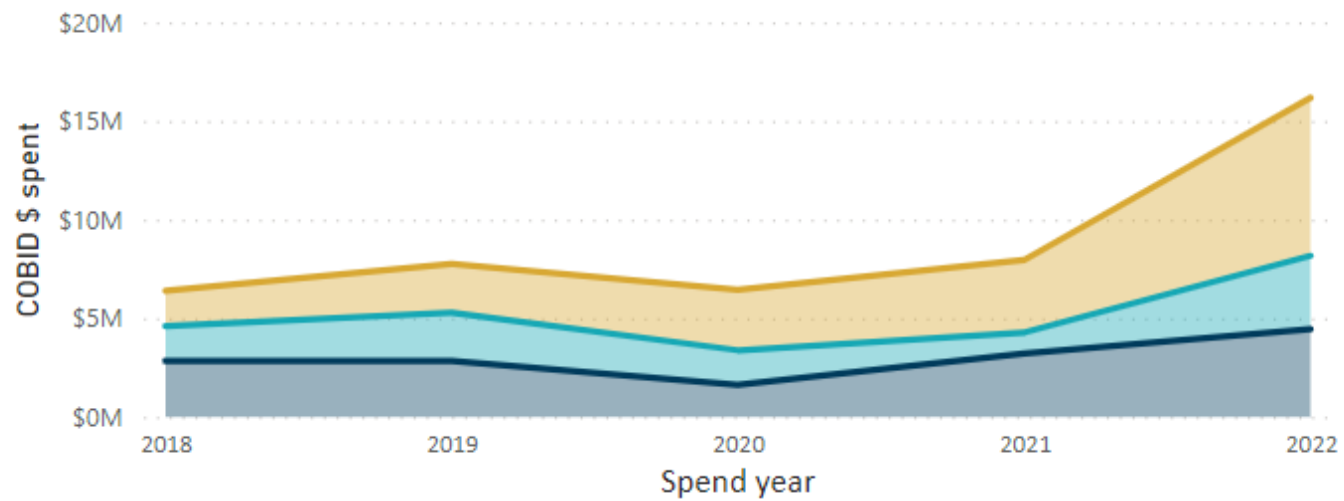


# Equity Metrics

Total Spending on COBID Contracts awarded since 2018



COBID firm type ● ESB ● MBE ● WBE



# Budget Modifications

| Title   | Amount    | Outcomes   |
|---|-----------|--|
| Equity in Contracting                           | \$31,000  | Additional resources for outreach, training, and sponsorships  |
| Increased services costs                        | \$31,000  | Ensure adequate funding for banking service fees   |
| Data collection and analysis for SHS            | \$100,000 | Hatfield fellow and data resources and tools to support data analysis and reporting  |
| 3.0 FTE for financial management of SHS program | \$447,500 | Data analysis, development and maintenance of administrative rules and tax code, providing public info on tax collection program and admin support |



# Investments in Target Areas

Economy

Housing

Environment





# Capital Asset Management

# Budget Overview

## What's in the base budget?

### Key Department Programs:

- Capital Project Management
- Asset Management
- MRC Campus Operations
- Sustainability
- Emergency Management

| Materials & Services | Personnel Services | FTE   |
|----------------------|--------------------|-------|
| \$1,364,112          | \$5,777,761        | 36.40 |

| Capital Projects          |                   |
|---------------------------|-------------------|
| Climate Safety Resilience | Up to \$1,709,000 |
| MRC Renewal & Replacement | Up to \$3,394,000 |

# Budget Modifications

| Title                                  | Amount    | Outcomes  |
|--|-----------|---|
| Historic Preservation Officer-1.0 FTE  | \$144,000 | Develop an agency historic and cultural resources protection policy and program |
| Historic Preservation one-time funding | \$100,000 | Engage cultural resource management consulting                                  |
| Construction Project Manager-1.0 FTE   | \$165,000 | Construction project management capacity for OCC                                |

# Key Equity Metric

- 34% of hours on CPMO construction contracts are performed by people of color (calendar year 2022)

# Investments in Target Areas

## **Economy**

- Continued support for construction programs that advance Metro policy goals: Construction Career Pathways program, Sustainable Building and Sites, Clear Air Construction Standard

## **Environment**

- Implementation of Sustainable Building and Sites policy
- Climate Justice Task Force recommendations coming to Council soon



# Communications Department

# Budget Overview

| Materials & Services | Personnel Services |
|----------------------|--------------------|
| \$505,715            | \$6,331,461        |

| FTE by Team            | 39.20 Total |
|------------------------|-------------|
| Central Communications | 16.20       |
| Parks and Nature       | 7.0         |
| PD&R/Housing           | 9.0         |
| WPES                   | 7.0         |



# Key Equity Metric

Engage with historically underrepresented communities to evaluate and improve content and activities for accessibility and inclusion

Completion of  
qualitative  
research

Implementation  
of key findings

# Budget Modifications

| Title   | Amount    | Outcomes   |
|---|-----------|--|
| Inclusive Design Team Manager<br>1.0 FTE        | \$206,000 | Manages design and web teams; leads brand and marketing work   |
| Media Coordinator<br>1.0 FTE                    | \$119,700 | Supports earned media and social media practitioners across Metro with coordination, promotion and tracking  |
| Evaluation and user testing                     | \$75,000  | Evaluation of communications channels to improve navigation and user experience of websites and online tools |
| Digital content promotion and sponsored content | \$150,000 | Increase reach to key audiences with information about Metro facilities, services and opportunities          |

# Investments in Target Areas

Proposed budget adds resources and capacity to:

- expand online tools for public participation in Metro Council decisions and reporting of progress on investments and initiatives
- continue to evaluate and improve online tools for accessibility, inclusion and effectiveness





# Human Resources

# Budget Overview

- HR's proposed budget for FY24 is \$6,157,538
- \$5,463,648 is in personnel costs for 32 FTE's
- \$693,890 is for M&S budget
  - 73% of M&S budget (\$507,500 of the \$693,890) is earmarked for agency-wide programs, activities, or services that support all employees.
  - The bulk of what remains in M&S supports operational needs within HR such as software licensing and computer equipment.

# Equity Metric

**Training & Development:** Promote equitable opportunities for growth and development by implementing a Required Learning Program. This includes annual agency-wide training requirements that applies to all employees.

**Update:**

- Eleven courses are included in this year's program.
- Launched in October 2022. As of April 19, 2023, 87% of our workforce was engaged in this training - resulting in 6,678 training hours having been completed (approximately 3,000 hours were DEI-related training hours).
- Employee progress reports are provided to department directors on a quarterly basis to help ensure full compliance will be achieved by the end of the fiscal year.

**Equity Impact**

- Training now being tracked by department, ethnicity, and gender.
- Variable Hour Employees. Closing the gap in employee experience (as it relates to access to training) between regular status and VHE status employees.



# Budget Modifications

- Thank you for investments made in November 2022  
Budget Amendment
  - Two LD positions changes to regular status
  - One for recruitment and one for class/comp
- FY24 Budget Modification Request
  - \$30,000 to complete this calendar year's Pay Equity analysis project

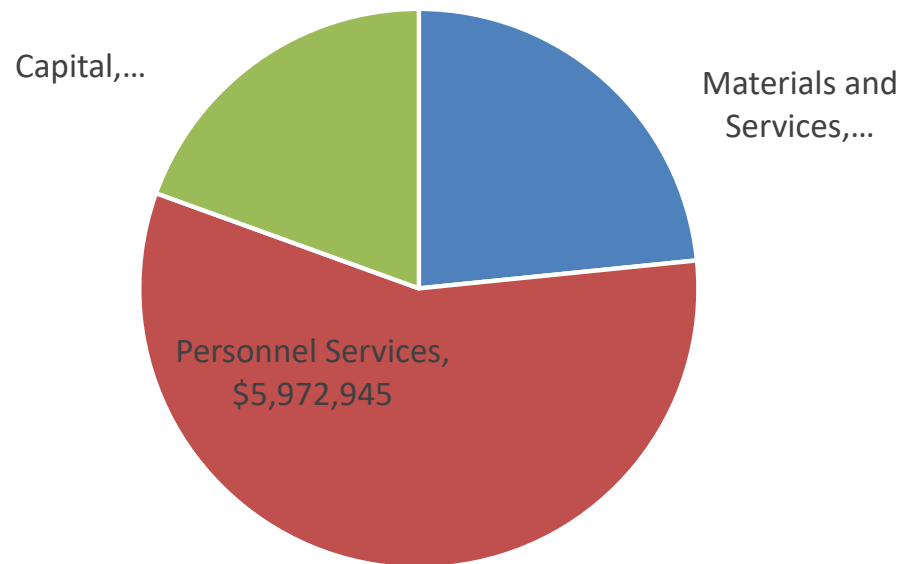
# Investments in Target Areas

- ***Environment:*** Required learning offers the majority of courses online – which aligns with our climate justice goals.
- ***Housing:*** HR has been working hard to support our new housing department with their reclassification and recruitment needs.
- ***Economy:*** Implemented a \$20.20 hourly minimum wage and continue to invest in our generous benefits program.



# Information Technology

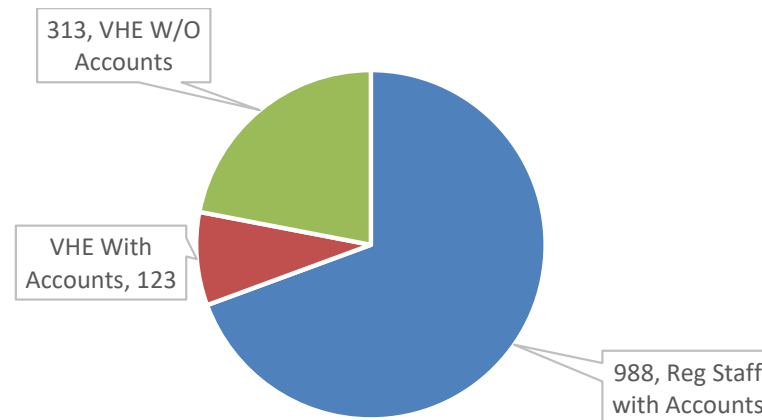
# Budget Overview: Base Budget





# Key Equity Metric

- Shared Prosperity
  - All Metro staff have the technology and applications they need to feel connected and perform their duties



# Budget Modifications

- Manager for Project Management Office 1.0 FTE
- Help Desk Supervisor 1.0 FTE
- Systems Analyst 1.0 FTE
- Enhanced Microsoft Licensing
- Data Center Modernization

# Investments in Target Areas

- IT's role as a support department supports all Council's target areas
- Data Center Modernization budget modification directly supports environment

# Council Discussion

Questions?





**oregonmetro.gov**





# **Council, COO, GAPD FY 2023-24 Proposed Budget**

May 9, 2023

# Presentation Agenda

Budget Overview

Equity Metrics

Budget Modifications

Investments in Target Areas

Council Discussion

# Budget Overview

| Personnel Services Total/FTE Count |               |          |      | \$8,070,860 |
|------------------------------------|---------------|----------|------|-------------|
| Elected                            | Council Staff | COO/DCOO | GAPD | Total       |
| 7.0                                | 12.0          | 17.0     | 8.0  | 44.0        |

| Materials & Services Total           |  | \$2,125,307 |
|--------------------------------------|--|-------------|
| Council office and Councilor budgets |  | \$257,548   |
| COO/DCOO                             |  | \$1,009,257 |
| GAPD                                 |  | \$858,502   |

## Core Services:

- Policy making and implementation
- Project management over major initiatives
- Employee communications and engagement
- Government affairs
- Tribal affairs



# Key Equity Metric

**Outcome: BIPOC, LGBTQ+, VHE and on-site employees feel included, accepted and respected by Metro**

- Metric: Engagement survey results regarding employee satisfaction and belonging
  - Overall satisfaction: 3.75
  - Belonging: 3.77

**Outcome: Councilors and Council Office staff lead with racial equity**

- Metric: Councilors and staff participate in racial equity training
  - Council: 2 trainings (projected)
  - Staff: RBA—10 staff; 9 sessions/person

# Budget Modifications

- Expo Future - \$253,000
  - Tribal and community engagement
  - Due diligence/ Econ Impact Study
- Amendment to modification - \$295,000
  - Strategic communications
  - Sports and overall site feasibility study
  - Branding and marketing consultant

# Budget Modifications

- Reimagining Policing, Security, and Incarcerated Labor - \$195,000
  - 1.0 FTE, project management 2-year limited duration
  - One-time resources for staff and community engagement, training

# Budget Modifications

- Strategic Engagement Policy Advisor, 1.0 FTE - \$144,000
- Opinion polling and measure mailers -\$405,000
- Council operations - \$75,000
  - Technical assistance for hybrid meetings
  - Councilor travel/professional development for staff
  - Increase for variable hour employees (interns) to \$20.20/hour



# Support creation of a Historic & Cultural Resources Protection Program

## Summary

- Ensure compliance with applicable laws regarding archeological resources protection and respectful treatment of Native American Human Remains
- CAM position to support policy and program development across Metro and ensure ongoing compliance
- PN position to support the vast and specific needs of Parks and Nature's stewardship of 18,000 acres
- Supported by multiple Tribes

## Impact

- Protection of significant and irreplaceable historic and cultural resources to Tribes and multiple communities
- Promote successful relationships with Tribes
- Protect and preserve unique and shared heritage across the region
- Advance responsible stewardship and operation of Metro properties, facilities and assets

## Budget request:

1 FTE Capital Asset Management Agency-wide Archeologist + MS

1 FTE Parks and Nature Archeologist



# Council Discussion

Questions?





Metro

# **Amendments to the FY 2023-24 Budget from Proposed to Approved**

May 9, 2023

# Budget Approval Procedure

## Today:

- Deliberate on two proposed amendments to be incorporated into the FY 2023-24 Approved Budget



# Budget Approval Procedure

May 11, 2023:

- Vote on the two proposed amendments to be incorporated into the FY 2023-24 Approved Budget
- Vote to adopt Resolution 23-5321, approving the FY 2023-24 budget, setting property tax levies and transmitting the approved budget to TSCC

# Amendment 1

## Decision:

Increase the appropriations of the General Obligation Debt Service Fund by \$3,500,750 AND increase the General Obligation Debt Service Tax Levy by \$3,704,498.

# Amendment 1

## Context:

- 4/6/2023 – Council approved Resolution 23-5323, authorizing the issuance of refunding GO bonds
  - Projected debt service savings of \$940k for refunded GO Bonds Series 2012A
  - Increased flexibility for Metro to manage outstanding & future GO debt

# Amendment 1

## Budget Impacts:

- Appropriation increase of \$3,500,750 for the General Obligation Debt Service Fund
  - Debt service payment schedule will increase for FY 2023-24, but refunding bonds are projected to save \$940k of refunded GO Bonds Series 2012A



# Amendment 1

## Budget Impacts:

- General Obligation Bond Debt Service Tax Levy increase of \$3,704,498
  - Assumes a 94.5% collection rate:  
 $\$3,704,498 \times 94.5\% = \$3,500,750$ 
    - Assumed collection rate matches appropriations increase
  - GO Bond Debt Service Tax Levy Rate per \$1000 of assessed value increase by \$0.0176
    - \$0.3808 to \$0.3984 per \$1000 of assessed value

# Amendment 1

## Decision:

Increase the appropriations of the General Obligation Debt Service Fund by \$3,500,750 AND increase the General Obligation Debt Service Tax Levy by \$3,704,498.

**QUESTIONS OR DISCUSSION?**

# Amendment 2

## Decision:

Transfer \$295,000 from the General Fund contingency to the Chief Operating Officer's budget to fund additional scope related to the Portland Expo Future Phase 2 project.

# Amendment 2

## Context:

- Additional scoping elements have been identified arising from joint Council and MERC Commission meetings and the COO's project recommendations



# Amendment 2

## Context:

Additional scoping elements include:

- Strategic Communication
- Branding and Marketing Consulting
- Sports Feasibility Study and Market Analysis

# Amendment 2

## Budget Impact:

- Transfer \$295,000 from the General Fund contingency to the Council appropriations line, where the COO's budget resides

# Amendment 2

## Decision:

Transfer \$295,000 from the General Fund contingency to the Chief Operating Officer's budget to fund additional scope related to the Portland Expo Future Phase 2 project.

**QUESTIONS OR DISCUSSION?**



Metro

Arts and events  
Garbage and recycling  
Land and transportation  
Oregon Zoo  
Parks and nature

**[oregonmetro.gov](http://oregonmetro.gov)**



# Paul O. Edgar

<pauloedgar1940@gmail.com>

## Comments On, I-205 Toll Project Environmental Assessment Emphasizing the critical need for accurate analysis of diversion and re-routing.

The Environmental Assessment prepared by ODOT on the I-205 Toll Project was completely inadequate and did not do a deep enough analysis on the diversion effects of tolling. Therefore, it is imperative that a more detailed Environmental Impact Statement (EIS) is prepared and completed. The potential effects of tolling are set forth in the following pages, to justify this critical need for an EIS process.

Oregon House Bill 3055 created and provided financing options that allowed the first phase of the I-205 Improvements Project to proceed without toll revenue and/or Federal Funding. This first phase, referred to as the I-205 Project, Phase 1A, includes reconstruction of the Abernethy Bridge with added auxiliary lanes and improvements to the adjacent interchanges at OR 43 and OR 99E.

### **Section 1.4 Need:**

An in-depth review on diversion impacts, to meet federal standards “are not required”, within FHWA and NEPA, when Federal Funding is not being used within this I-205 Corridor Improvement Project.

If tolling gains FHWA approval meeting limited and lesser standards upon completion of Environmental Assessment and limited review of Diversion Impacts the I-205 Toll Project, toll revenues could be used to pay back any loans for Phase 1A.

However, if the I-205 Abernethy Bridge is tolled, along with the rest of the I-205 Improvement Corridor, this changes multiple elements of this stated need for funding from Tolling. The EA, however, omits that there are far less egregious abilities to create revenue needed to complete the I-205 Improvement Project in Phase II out to the Stafford interchange. There are alternative methods available for this lesser amount, for the funding of the remainder of Phase II of the project.

Continuing the course of fuel/gas tax increases that were put into place with HB 2017 where annual two cents per gallon in fuel/gas tax occur are now scheduled to end in 2024. Just continuing these fuel/gas tax on from year 2025 to year 2030 as an example what should be considered, for many reasons. There is this need to just keep up with inflation and systemwide capacity and safety needs. This would create an additional approximately 500 million dollars per year in revenue with virtually no additional administrative cost, when compared to the administrative costs of tolling.

This also eliminates the highly negative impact of diversion on the neighboring communities that would be impacted by significant and foreseeable diversions of vehicular traffic on to side-streets, roads, highways, and bridges. This diversion would also create foreseeable negative social, economic, and diversion impacts, that are harmful to public safety within Clackamas County’s regional area, cities, communities, people, and businesses.

The historic prohibitive cost of Tolling Administration creates lesser value to net tolling fees collected, to net revenue generated and it makes the use of tolling to gain revenue far too expensive. Creating new abilities to generate revenues, which eliminate the projected need of tolling by increasing the Fuel/Gas Tax, and vehicle miles driven tax on electric vehicles, importantly adds the positive effects of greater collection of revenues that can be directed to transportation needs. An additional benefit is derived from fuel/gas taxes where it is shared with the counties and cities of that equally need these revenues for transportation investment. This also has the effect of reducing vehicle miles driven (just on cost alone) and reducing vehicle carbon emissions. This becomes another reason for vehicles owners to choose to move to more high efficiency electric and hybrid vehicles.

The comparative consequences of tolling or not tolling the I-205 Abernethy Bridge, which has an estimated-on average of 107,000 daily vehicles crossings, needs to be assessed in detail. The FHWA has an implicit requirement to analyze the combined system wide cumulative effects, within this EA and/or within a full Environmental Impact Statement (EIS) all the foreseeable system wide impacts of diversion and re-routing of vehicular traffic. The justification of the impact of the proposed 24 hours, 7 days per week of tolling, with suggests Peak Period Tolls of \$2.20 and \$1.00, or \$0.55 for off Peak Periods per tolling sector, and what its effect will be. How far out diversion and re-route of trips will begin and how it will affect all regional area traffic, needs to be compared within a benefit analysis of "Build Without Tolls, and NO Diversion against that of "Build with Tolling," and assessing in detail the impact of massive regional re-routing of trips.

The importance of and long-term ramifications of diversion and re-routing are not being responsibly assessed as to the harm that will result, that would be revealed within an Environmental Impact Statement (EIS) process. What is being done, appears to be a purposeful attempt on the part of ODOT and some in the legislature and it is more than an error in judgement, in the harm that will come about in Clackamas County and to its cities, people and businesses.

This should not be allowed, there is reasonable justification of need for an EIS within the natural environment in accordance with the National Environmental Policy Act (NEPA), which eliminates financial hardships and burdens on individuals, families, and businesses, which cannot afford those burdens. The First City of the Oregon Territory, Oregon City, and its Historic Downtown could become impassible with foreseeable diversion. To omit this from this EA and not discuss the options to fund the lessor amount need to complete the I-205 Corridor Improvement Project, within a "Build without Tolling", is more than an error in judgement, it's an omission that is required with the natural environment in accordance with the National Environmental Policy Act (NEPA), to ask and require that a "Full, Environmental Impacts Statement' is made.

It is when this proposed tolling is combining the additional tolling sectors and this added cost in traveling in the rest of the proposed I-205 Corridor tolled area increases the total cost, and that this accumulative effect could easily result in greater than 50% of the 107,000 vehicles choosing to be re-routing these trips to alternative routes, because they cannot afford to pay this accumulative tolling costs. This routing of these vehicles will most often put high numbers of vehicles on infrastructure routes, that by design do not have the built-in capacity or safety considerations to manage this additional vehicle traffic, as there are limited to NO multi-Mode alternatives in this transit wasteland.

Historically, the I-205 Abernethy Bridge may currently manage close to 98% of all the vehicles that cross the Willamette River in this geographic area within the fifty miles between the other options, other than the limited capacity narrow Arch Oregon City – West Linn Bridge. Therefore, it is foreseeable, that this limited capacity Arch Oregon City – West Linn Bridge will become a focal point of re-routing and diversion because it would be the singular and only other way to get across the Willamette River without paying a toll for approximately fifty miles. It is therefore foreseeable that it is reasonable to expect estimates of quadrupling -plus the vehicle usage and congestion on this bridge and all the roads, arterial, and highways that lead to it or feed it or are coming from it.

#### **1.4.2 Traffic Congestion Results in Unreliable Travel, with System Wide Implications**

In 2018, on average, more than 100,000 vehicles used the section of I-205 Corridor between Stafford Road and OR 213 each day (ODOT 2019). And for most of its 26.5-mile length of the I-205 Corridor it has three through lanes in each direction, but in this bottleneck area of the I-205 improvement Area, it has only two lanes in each direction. Expanding the I-205 with “Build with Tolling”, expanding its capacity by adding one additional lane and tolling all lanes of this section of I-205 Corridor will achieve all of the needs of eliminating congestion in the I-205 Corridor, but the diversion that currently exists with re-routing will get much worse with more diversion to the I-5 Corridor and to all of the side-streets, roads, highways, and bridges.

Let’s hypothesize, that some of the most effected diversion routes will start with traffic coming from Portland and Multnomah County, south bound, and significant numbers will make choices to choose to use the Sellwood Bridge to get across the Willamette River and route themselves to highway 43 on the west side of the Willamette River and highway 99E/McLoughlin Blvd. on the east side of the Willamette River depending on where they need to end up. Within this hypothesizing, the tolling of the I-205 Abernethy Bridge, already difficult with congestion and safety problems on Hwy 43 and Hwy 99E will surely become much worse and see increases in incidents of travel of 10% to 20%, 20,000 additional daily trips, slowing the commute times of all traffic and buses. This makes first and last mile congestion and the added time that it takes much greater and eliminates any suggested advantage of the time reduction that it takes to travel through the I-205 Corridor Improvement area.

As we get closer to the focal point of the I-205 Abernethy Bridge and the diversion effect of tolling and where re-routing will take these vehicles, let us look at Downtown Oregon City and its maze of narrow streets, starting with 7<sup>th</sup> Street and Main Street at the east end of the Arch Bridge. This is a major choking point for traffic going east or west on the Arch Bridge. East bound traffic going across the Arch Bridge but heading in a general north bound direction will flow straight toward the Oregon City Municipal Elevator and turn on to a very narrow one-way Railroad Street that abuts the UP-Railroad Tracts and a 150-Foot-Tall Rock Wall that separates the upper and lower parts of Historic Oregon City. This traffic Railroad Avenue goes up a couple blocks and turns left on 9<sup>th</sup> St., with the majority crossing Main St. at a stop sign where they go to Hwy 99E. This route is currently at capacity, in all peak-period hours. The elevated levels of incidents of travel and limited capacity that exists limits its use.

East bound traffic heading south into Oregon City on the Arch Bridge, will turn onto Main St. and flow to the major intersection of Main St. and Hwy 99E/McLoughlin Blvd. On average an estimated 80% of all the east bound traffic that crosses the Willamette River on the Arch Bridge flows to a managed traffic control stop light at 99E and Main St. This is a critical choke point, and it has few opportunities to correct its problems and no way to mitigate the conditions that exist. This intersection has the additional problem of becoming a major pedestrian crossing point as the result of a re-development of the site of a long-closed Paper Mill. Dealing with the timing of the pedestrian crosswalk lights and the timing needed to eliminate or reduce the queue of vehicles coming east bound across the Arch Bridge is dependent and problematic in how it affects the flow of traffic on Hwy 99E.

The future and the dream of the Willamette Falls Legacy Project and the River Walk in conjunction with the re-development plans of Confederate Tribes of the Grand Ronde, owners of the properties their re-development are at stake.

Hwy 99E/McLoughlin Blvd. at this point/location carries a designation of a strategic Urban Freight Route, in level of importance. It can become critical “Choke Point” within how it can affect the regional economic activity. The dynamics of this singular intersection with its constrained abilities to make possible most any mitigation, because of topology and this 150 Ft. Tall Rock Wall, RR Tracks, and a sharp 90 degree turning tunnel, less than one hundred feet east of the intersection on Hwy 99E. Big trucks are forced to use both lanes to traverse and navigate through the tunnel, and this makes for a very difficult, restrictive, and dangerous place in this north/south strategic Urban Freight Route.

Additionally, there are these projections where in the future there can be many thousands of additional daily pedestrian crossings with the Willamette Falls Legacy Project and its River Walk and the re-development and the coming and going with the Grand Ronde Native Developments all of which compounds all considerations at this Hwy 99E and Main St. intersection.

Foreseeable diversion and re-routing of this east to west and west to east traffic, just to get across the Willamette River and not use a Talled I-205 Abernethy could put 10,000, 15,000 or 20,000 additional vehicles daily on this Arch Bridge route, and this too critical to fail intersection of Hwy 99E and Main St., and the consequences are so great.

The movement of vehicle traffic east to west bound on the Arch Bridge gets an equal flow from Main St. turning left and right with the traffic going north from Canby on Hwy 99E flowing to Railroad St. immediately after going through the Hwy 99E tunnel. This is the primary route most vehicles travel going north from south of Canby but needing to go across Willamette River that the majority will take except big trucks and trailers.

The foreseeable impacts of tolling the I-205 Abernethy Bridge, and the subsequent re-routing and diversion could lead to and force much of the north bound Hwy 99E traffic to choose to re-route away from using Hwy 99E from far away. The large, successful, and industrial and distribution complex of the Canby's Industrial area will have to adjust to different times of the day to travel and routes to attempt to not be caught up in the regional congestion, brought on by I-205 Tolling Project and the subsequent diversion to not pay tolls.

All the citizens who live south of the Arch Bridge but need to go north and must go across the Willamette River will scramble to create alternative routes, and this will impact route management that lead east to Hwy 213 and west to I-5 and it will be subsequently costly, in time lost and payroll and equipment costs with greater miles driven.

#### **1.4.3 Traffic Congestion Affects Freight Movement**

With tolling of all I-205 Corridor lanes in the improvement area and an additional travel lane should experience less congestion with the capacity gain and result in improvements in freight movement within the I-205 Toll Project area only. However, all gains in the time it takes will be lost or reduced in all other areas in Clackamas, Marion, and Washington Counties. With a projected potential of 50% of the average daily trip in the I-205 Corridor Improvement Area, experiencing re-routing through diversion, anywhere and everywhere else, which will reduce overall Freight Mobility and increase regional Freight Mobility Costs. However, with a “Build without Tolling” option, it eliminates all diversion and reduces diversion of big trucks and commuters into the I-5 corridor and intercity Portland.

#### **1.4.4 Traffic Congestion Affects Safety**

“Build with Tolling”, pushes high numbers (50%) of vehicles into choosing to re-route their trips just to not pay a toll, from safer conditions in the I-205 Corridor, to less safe side-streets, roads highway and bridges than what would be available in the I-205 Corridor to fewer less safe areas, including school cross walks. “Build without Tolling” eliminates most all unnecessary diversion and the reduction in Public Safety.

#### **1.4.5 Traffic Congestion Contributes to Climate Change**

The I-205 Build Option with Tolling adds to and increases Climate Change Congestion, by making it worse overall, with high rates of diversion into more dense Urban Setting. This creates a greater level of Green House Gas Emissions, away from the I-205 Corridor in the neighborhoods, side-streets, secondary roads, highways, and bridges which will experience higher levels congestion coming from re-routing and congestion.

#### **1.4.6 Oregon’s Highway System is Not Seismically Resilient**

The I-205 Abernethy Bridge Seismic Improvements are under construction and will become Seismically Resilient with or without Tolling of the i-205 Abernethy Bridge. This part of I-205 Improvement Project, Phase 1A, was authorized, within the HB-3055 and this 495-million-dollar project is in construction, and the money to complete the project will be secured, with or without Tolling. Phase 1A is a committed, State of Oregon STIP listed project.

Making the whole I-205 Corridor Seismically Resilient will take time, but Oregon will have the I-205 Abernethy Bridge over the Willamette River complete for east, west, and north and south vehicle movement.

### **1.5 Goals and Objectives**

The past Portland area I-5 Corridor land use and transportation investments have resulted in negative cultural, health, and economic effects on local communities and populations, and have disproportionately affected historically and currently excluded and underserved communities. These Clackamas County communities are again, being left out of transportation planning and decision-making processes.



However, in the I-205 Corridor none of what was done in the I-5 Corridor, happened in Clackamas County. However, with I-205 Corridor Tolling it is foreseeable that significant diversion into neighborhoods and communities reverse “Equity and its Goals and Objectives” and go against what is right and safe for these communities in Clackamas County, and its cities, people, businesses, and some are going to be again sacrificed, even when it is not necessary, as one size does not fit all.

- **This Goal: Provide benefits for historically and currently excluded and underserved communities**, has limited application in Clackamas County and the immediate area of the I-205 Toll Project. Tolling, however, could harm Clackamas County, its cities people, and businesses to a degree, where it will be necessary to have an account set up for compensation, for those harmed by this unnecessary I-205 Toll Project.

- **This Goal: Limit additional traffic diversion from tolls on I-205 to adjacent roads and neighborhoods**, it just cannot be achieved. There are no practical ways to mitigate foreseeable massive diversion, on to side-streets, roads, highways, and bridges because of Tolling, and topology restraints and the existing wasteland of viable transit options, and abilities. Any diversion and re-routing will effectively paralyze the area.

- **This Goal: Support safe travel regardless of mode of transportation**. In a transit wasteland, with massive topology restraints, there are no practical options and opportunities to make transit work. Many of the regional incidents of travel come from low to moderate density and transit has never been justified. In less dense urban settings, the use of passenger vehicles and trucks is the only workable option available.

- **This Goal: Contribute to regional improvements in air quality and support the State’s climate change efforts**. This proposed Build with Tolling will accomplish the opposite of this stated goal. It will increase re-routing and diversion into the highly congested intercity I-5 Corridor of Portland and will make congestion worse and cause greater carbon emissions. Diversion into neighborhoods and side-streets, and minor arterials that feed these neighborhoods has consequences. These neighborhoods will experience significantly greater incidents of travel and it will make safety conditions worse. Highways like 43 on the west side of the Willamette River and Hwy 99E/McLoughlin Blvd. on the east side of the Willamette River will surely experience significant diversion and loss of Public Safety. “Building Without Tolls,” however, would eliminate all this foreseeable diversion, brought about by people who just cannot afford to pay tolls, or accept the imposition of tolls.

- **This Goal: Support multimodal transportation choices**.

This I-205 Corridor Improvement is in a transit wasteland with major topology restraints, of the Willamette River, limited walking paths and bike trails linked together. There has not the necessary densities of population and with little flat lands, and with difficult impediments to making most multi-mode transportation options, not viable for TriMet or anyone.

- **This Goal: Support regional economic growth**

“Build with Tolling” creates foreseeable negative impacts of massive diversion will make local freight mobility impossible into Clackamas County on Hwy 43, Hwy 99E/McLoughlin Blvd. This will result in reducing economic output and jobs in Clackamas County. Tolling the I-205 Abernethy Bridge put all this re-routing and diversion into places where it should not be. The Cost of Tolling will have a major effect on increasing regional inflation and the cost goods and make conditions even worse for those who live and work in Clackamas County. It will reduce economic output and place a burden on the rest of the I-205 Corridor with added costs together with the total impact of tolling diversion, making it a worse case.

- **This Goal: Support management of congestion and travel demand.**

When massive traffic diverts away from the I-205 Corridor creating congestion in non-monitored areas and travel demand management does not reach into, there are limited solutions, other than to eliminate Tolling and stop unnecessary diversion in all areas other than the I-205 Corridor.

- **This Goal: Maximize integration with future toll systems is flawed when it becomes more problematic**

The need of tolling within intercity I-5 Corridor in Portland is completely different than the need to have a free-flowing beltway/freeway designed to move traffic away from congestion. Where you have population densities, to support transit with the necessary infrastructure to where it can operate with a ROI is not what exists in this I-205 Toll Project Corridor and Improvement Area.

- **This Idealistic Goal: Maximize interoperability with other transportation systems**

Uber, Lyft and TriMet Lift can work in this Clackamas County topology of the I-205 Improvement Area, which is otherwise a transit wasteland with NO practical and justifiable TriMet transit options. New thinking, stepping away from the old transit model, with or without TriMet needs to be considered. Small, all electric “Jitney Passenger Vehicle” and/or cars that can be ordered out and pick up a person as part of automated routes, where with accounts setup to where a person can order from their phone, and it becomes much like a Taxi, or an Uber pickup. That model could be expanded, but everything currently in existence in the regional Portland area has little or no applicability in Clackamas County, I-205 Improvement Area.

## **1.6 Next Steps**

- FHWA should not already arrived at a determination on if this project, as it would have significant adverse effects on the human and natural environment and whether additional environmental analysis in an Environmental Impact Statement is needed in being compliance to NEPA understanding guidelines; or the Project’s effects (considering mitigation commitments) warrant a Finding of No Significant Impact (FONSI).

If a FONSI is issued, it would include FHWA’s conclusion that the Project would not create significant adverse effects and would identify ODOT’s mitigation commitments. I would not want to be that person making that ruling without having complete discovery of the foreseeable impacts of diversion and re-routing.

The FHWA, in this case of proposing the Tolling of the I-205 Corridor and I-205 Abernethy Bridge, must conclude that significant adverse effects would occur. They must mandate that an Environmental Impact Statement process occur, if tolling is permitted as proposed, with only an Environmental Assessment which provides limited review of System Wide diversion implications, and the accumulative effects diversion and re-routing would result in a major “Error in Judgement.”

# **2 Project Alternatives**

## **2.1 Alternatives Assessed in this Environmental Assessment**

This NO Build or Build alternative with Tolling is not in compliance with what is reasonable FHWA and NEPA Environmental Assessments, as there are more options available. The I-205 Improvement Project has started, and Phase (1A), of the project has an approved and contracted for 495 million dollars and it is secured with ODOT funds enabled with HB-3055 legislation and additional short-term financing, when needed.

### **2.1.1 No Build is not an option, as this project has started.**

Additional Funding Options exist, and this is all about priorities.

### **2.1.1.1 Build without Tolling, Option.**

The net revenue potentialities with significant levels of diversion, mean lower revenue and it increases the cost/overhead of Tolling Administration (which has been historically greater than 40% of gross tolling revenue collected), reducing the Net Value of Tolling Revenue Collected. When compared to out-of-pocket costs to the people and businesses with the option of extending the HB 2017 Fuel/Gas Tax increases for another five years (2025 to 2030). This would result in greater net revenue for ODOT (estimated to be greater than **five hundred million** annually).

This would also eliminate the draconian implications of “Build with Tolling” and the harmful impacts that result of foreseeable diversion, which can kill the viability of City’s like Oregon City and its historic Downtown, just from diversion and re-routing of trips and making normal movement impossible.

The accumulative effects, of foreseeable System Wide Diversion, has not been responsibly analyzed, and this requires an Environment Impact Statement process as the Next Step.

### **2.1.2 Build Alternative with Tolling**

This “Build with Tolling,” as the only build option, is again an error in judgement, on the part of ODOT, OTC, Metro, and the Legislature, as the I-205 Improvement has started, and funding was created under HB-3055 and they also cannot mandate tolling without FHWA, and NEPA compliance and acceptance.

The foreseeable implications that are available in alternative funding choices/opportunities that do not reduce public safety, hurt the economy, and eliminate diversion, and all the negative things that it brings on, should be enough to reverse any consideration to continue the proposed tolling of the I-205 Corridor and I-205 Abernethy Bridge. This is just a “Critical Thinking” process of comparing multiple choices of build with tolling, or build without tolling, and it just comes down to a Value Structure, and eliminating the least favorable choice.

### **There is this need to review what we know!**

1. What exists is known conditions with topology restraints, inability to create reasonable multi-Mode options.,
2. System Wide adverse and crippling effects of diversion and re-routing on Clackamas County, its cities, people, businesses, and economy.
3. The current diversion that now exists, is something that ODOT and Metro have known about for decades. The failure to address a critical choke point created conditions where vehicles divert from using the I-205 Corridor because of the lack of capacity and the congestion it creates.
4. These vehicles diverted everywhere, and this should not have happened. That was known 25 years ago, and at that time Federal Funding made improvements from the I-5 Corridor to the Stafford I-205 Interchange.
5. The funding priorities of funding non-essential experimental transit projects, and TriMet’s Light Rail Transit (LRT) reduced and eliminated critical funding needed for our strategic Interstate Highway System. This prevented acting on what we now know and categorize as essential.
6. The capacity restraints of the I-205 Corridor that causes vehicles to divert to the I-5 Corridor and side-street, roads, highways, and bridges, makes greater System Wide Conditions much, much worse.
7. This decision to fund non-essential projects over essential projects will only continue with Tolling the I-205 Corridor and the I-205 Abernethy Bridge and if allowed it will continue to push more vehicles on to side-streets, roads, highways, and bridges where they should not be, but because of the cost of tolling.
8. The hardships and loss of safety that will occur by causing people to choose to find alternative less safe routes that are not tolled.

9. The tolling of the I-205 Corridor and I-205 Abernethy just must not be allowed as this is about greater good compared to greater harm from the effects of higher number of vehicles diverting to non-tolled routes that result in reducing public safety across the whole of roads and highways, harming higher number of people, and becoming more and more intolerable.

## **2.2 Alternatives Considered but Not Advanced**

### **2.2.1 Alternative 1: Abernethy Bridge Toll**

Exploring this statement about the logic and having a “Single Gantry or Not,” is a look into what is important as a single gantry or not might have allowed someone to find their way across the bridge without being charged a toll and this decision, is all about gaining more revenue not managing congestion.

With the proposed I-205 Corridor Improvements, adding additional lanes, and eliminating the choke points, there is effectively no congestion left to manage, as it has moved the traffic and congestion from the I-205 Corridor to non-tolled side-streets, roads, highways, and bridges.

However, the most important option about tolling all lanes of the I-205 Abernethy Bridge is that 98% of the people for fifty miles will have to choose to re-route their trips to get across the Willamette River or to pay a toll. What that will create is un-charted decision making. How all people and businesses will respond will be made based on their Value Structure, and the cost of money and time. How it will affect and directly cause diversion and re-routing to alternative routes will be much higher with a total lack of multi-Mode choices and alternative methods.

This immediate area around the I-205 Corridor Improvement area and the I-205 Abernethy Bridge is a “Transit Wasteland”. The practicality of all transit options over the years with its degree of difficulty of creating the necessary ridership to justify their existence has led the transit providers to never consider expansion as being justified and to now suggest in this EA that it is, is irresponsible and reflects a lack of integrity.

There are few if any multi-Mode options, therefore most of the people and businesses do not see any effective multi-Mode options as viable in the regional marketplace. Cloud based and smart phone accessed public transit, with route management, could emulate Uber and Lyft, and pickup shuttle people at less cost to provide those services than today’s transit offering.

The un-charted problems or inability to be able to afford paying a toll to cross the Willamette River, in this 50-mile section between bridges is to re-route to the alternative, the narrow and restricted capacity Arch Oregon City–West Linn Bridge. This is foreseeable and with proposed toll rates of \$2.20 in Peak Hours and \$1.00 in just off-Peak Hours, this could result in 50% of the 107,000 average daily crossing choosing to find alternative routes to get to destinations on the east and west sides of the Willamette River. This will put people and businesses on to alternative routes long before getting to Oregon City or West Linn.

This proposed tolling of the I-205 Abernethy Bridge will surely make up to 50% of the 107,000 estimated average daily crossing of the Abernethy Bridge to consider choice that are less safe, more problematic, and even if it is 15 miles out of the way, they will take it, just to not pay this toll. It is foreseeable that far too many will choose to cross the Willamette River on the narrow Arch Oregon City-West Linn Bridge, and in doing so create very - very harmful conditions and System Wide chaos.

### **2.2.3 Alternative 4: Segment-Based Tolls – Between Stafford Road and OR 213**

This possible alternative was ruled out by the fine print of what is eligible for funding approval, under the federal tolling authorization program codified in 23 U.S. Code Section 129 (Section 129). The problem is the tolling of the existing 2 lanes in each direction, and this needs to split the hairs because the Federal Code does not want to allow ODOT the tolling of paid for existing lanes. It is how they can get around the intent to not expose themselves to only being able to offer a Tolloed Express Lane, and where it becomes an option to choose or not choose a faster toll lane.

Gaining more tolling revenue, become more important than the more costly scarifies that will have to be made in Clackamas County and the greater System Wide implications of the negative effects of diversion and harm to the economy, property values, livelihoods, economic development, family's ability to pay rent-home payment-food on the table.

The failure to reasonably explore all options other than tolling, and prioritize the use of all existing funds available, and an assortment of options to gain additional funding, and it comes down to priorities of funding essential projects or continuing to fund the many non-essential projects, which continue to solve, little or nothing.

## **3 Affected Environment, Environmental Consequences, and Mitigation**

**This chapter describes the environmental features and resources that would be affected by the Build Alternative with Tolling. Sections 3.1 through 3.14 include descriptions of the area of potential impact (API) for each resource topic, and existing environmental conditions.**

What this chapter does not tell you or us is that there is and has been this need to accomplish the positive potentialities of the I-205 Corridor Improvement Project with the adding lanes and creating a seismically upgraded I-205 Abernethy Bridge, and that has been a recognized, as an essential need and that should have been part of existing priority funding, over the last 25 years. This a reflection of “Errors in Judgement.”

The consequences of not having these I-205 Improvements and not having one seismically upgraded bridge that crosses the Willamette River is unacceptable within National Security parameters of need. The fact that there are no other seismically enhanced bridges in Greater Portland area makes this already started improvements to the I-205 Abernethy Bridge a foregone critical need.

However, the only way/ability to mitigate the crippling effects and problems of diversion and re-routing that are a foreseeable result of this project is to just eliminate the Tolling of the I-205 Abernethy Bridge as it potentially is the only effect way to mitigate the harm that would arise from Tolling Diversion and re-routing.

The “Benefit Analysis” of the positives as compared to the negative of “Build with Tolling” where with all the negatives, consequences, and side-effects, that tolling brings on, compared to “Build without Tolling” and virtually eliminating diversion, will lesson area wide congestion and enhance overall safety and the value gain with all the positives without the negatives, and it is the only true win-win.

### **3.1.1 Affected Environment**

Transportation, Area of Potential Impact in Figure 3-1. Maps are one third or less of the true impact area that would have significant tolling diversion impacts. What is in Figure 3-1 is an attempt to minimize the scope of the System Wide Impact Area, from what it truly is. Where diversion will start and stop and how this will permanently alter economic viability in the greater Portland Area have been understated, in its System Wide, Greater Portland Implications.



The Tolling Costs cannot be absorbed by those who use the I-205 Corridor and I-205 Abernethy Bridge, and it will add to all costs and create greater Inflation. This will negatively affect most everything and everyone, adding to the cost of doing business, and the cost to live and work in this area. Those increases in costs will ripple across Oregon and SW Washington and make this area less attractive to live in and invest in. The financial resources necessary to be above the poverty level within the regional “Self-Sufficiency Standards” to be able to live in the Greater Portland Area and Oregon will become worse.

### 3.1.1 Existing Travel Patterns

It is necessary to put this into context, using the following EA descriptions:

**“Most I-205 travelers in the API currently originate from the nearby areas of Gladstone (12%), West Linn (10%), Oregon City (8%), and Clackamas (8%). Fewer travelers come from areas farther away, including approximately 3% from Clark County in Washington. About 25% of I-205 trips in the API are through trips, and about 75% are local trips, meaning they enter and/or exit I-205 at one of the five interchanges in the API.”**

1. 75% of the trips are local, as there are no multi-Mode options or virtually anything that can enable these users to get around other than the I-205 Corridor and I-205 Abernethy Bridge, and with a new 3<sup>rd</sup> lane and NO tolls, with the bottleneck is effectively removed, there will be limited to no reason or justification for congestion management.
2. Yes, a Free-Flowing I-205 Corridor will induce diversion from the I-5 Corridor and that is not a bad thing. Yes, it will also induce traveling from and on less safe, slower in travel time use of side-streets and secondary roads that lessor capacity.
3. However, with fewer than 25% are those traveling in the I-205 Improvement area identified as through trips, the added foreseeable cost of tolls will be enough inducement for the many, who would have been previously identified as those who would choose to move away from the I-5 Corridor and intercity Portland Congestion.
4. The burden of the proposed tolling is therefore disproportionately targeting the local users, the cities, people, and businesses who have virtually had no other choice but one.
5. This will create therefore be a foreseeable, diversion and re-routing where the 75% who originate locally will identify side-streets, Hwy 43, Hwy 99E, Willamette Falls Drive.
6. A major focal point will become the narrow Arch Oregon City -West Linn Bridge of which there is NO Way, to Mitigate what this limited capacity structure will mean, when vehicles stack up and congest all streets going to and from this Arch Bridge.

System Wide Diversion impacts, start just north of Salem, with determinations made diversion choices chosen within determining what routes that will be considered and taken going north, and with the knowledge of the limited capacity of the I-5 Corridor and its 2 lanes in each direction choke point on the east-bank of the Willamette River. Those who cannot afford I-205 Tolling and “Last Mile Congestion” of all side-streets, roads, highways, and bridges makes possible options to choose to use, Hwy 99E or more east to Hwy 213 and those choices will be evaluated long before going through Woodburn, on I-5, this EA provided map. The System Wide implication of diversion are purposely understated, as there are few of any abilities to effectively mitigate their negative impacts.

System Wide Diversion Impacts of vehicle coming from areas Immediately south of Portland, equally will have determinations made before leaving the City of Portland or Multnomah County and if their destination is east or west of the Willamette River and how Tolling will affect what happens with I-205 tolling and diversion. For many the foreseeable added cost of Tolling and their inability to be able justify that cost will turn many away from employment in Portland, and employers from having facilities in Portland.

The Tolling of the I-205 Corridor and I-205 Abernethy Bridge Improvement Area and if users fall within the income area, that are affected by the minimums of the Self Sufficiency Standards with families and children, or just single or a couple, but those who struggle to have the necessary the money available for basic subsistence of being able to afford to keep a roof over their heads and food on the table and to pay for everything else that allows that to happen. These people and employment-oriented trips, they will divert to a non-tolled route. That can represent greater than 50% of the motoring public and businesses that are part of the 107,000 estimated average daily trips that go across the Willamette Rive daily, and those will choosing alternative routes.

These are tolling consequences cannot be mitigated and to most part. The harm that this will cause to the social fiber that holds these communities together should not be tested, when there are multiple other options other than tolling, which can be considered. Again, within re-stating, the options of extending the 2 cents a gallon of fuel/gas tax from year 2025 to 2030, would result in gaining and estimated 500 million Dollars annually in new fuel/Gas Tax oriented revenue that would come to ODOT for distribution. The cost of collection of this fuel/gas tax revenue is negligible as a percentage of the revenue gained. When it is compared, to the “Historic Cost of Administration of Tolling and Collection,” like what is currently happening in the State of Washington where with the Big Tunnel Project, where it exceeds 40% of gross tolling revenue using the same proposed methods and out of State Tolling Administrative Companies. The State of Washington is also experiencing with the Big Tunnel Project, high rates of diversion, just to not pay the toll.

There are many additional tolling consequences, and staffing with an increase in ODOT administrative overhead is a given. Adding staff that do not add to projects and do not create deliverables themselves, in making our transportation system better become a political negative. The comparison between what exists today in revenue collection, with weight mile taxes and fuel/gas tax, registration and licensing Fees & Taxes and all others is minor to what it could be or will be or is now. Adding Staff to make tolling happen and to sustain its operation, including their PERS obligations, needs to be compared side by side with the current revenue methods that are in place. This is all about being intelligent in making sure within Critical Thinking and Weighted Values as to what derives the best net result, ROI/Return on Investment, for the taxpayers, the people that fund Transportation Investments.

### **3.1.1 Traffic Volumes**

Making the I-205 Abernethy Bridge a bi-directional Tolling Point, creates conditions and complications in that it disproportionately is used by 98% of 107,000 and 75% being local trips of those who need to get back and forth across the Willamette River for fifty miles. It surely is going to put 50% of those who use this bridge in a place where diversion and re-routing just to not pay this toll into their daily consideration. This need, to get back and forth across the Willamette River without paying a toll, has the side effects and the most prominent is that of re-routing to the narrow Arch Oregon City-West Linn Bridge as an alternative. It is foreseeable that far too many will choose to divert to this alternative route and cause massive diversion and congestion to come about to the Arch bridge, Willamette Falls Dr., Hwy 43, and Hwy 99E/McLoughlin Blvd. 30,000 to 50,000 vehicles daily will be making determinations of what routes to take, creating System Wide congestion making many routes to become impassable for hours and hours, in Peak Periods.

### **3.1.1 Traffic Operations, I-205 Operations**

It is necessary to put this into context, using the following EA descriptions:

**Analysts evaluated existing traffic operations using metrics such as volume-to-capacity (v/c) ratios, 13 level of service (LOS), 14 travel times, and reliability. Although all segments 15 on northbound and southbound I-205 in the API meet the ODOT v/c mobility standard during the AM peak hour and PM peak hour under existing year (2021) conditions, the following I-205 segments operate at LOS E or F (meaning highest congestion levels and delays):**

This I-205 Corridor Choke Point/Bottleneck has been identified and known for multiple decades for its negative impacts, diversion it causes, increases in cost of doing business and it was not prioritized as important or essential over these last 3 decades. ODOT and Federal Transportation Funding that has existed has gone to experiments with non-essential transit, and other multi-Mode options that have delivered little or NO Gain in solving congestion and diversion, by creating offering that attracted incidents of travel to use those investments.

Adding the 3<sup>rd</sup> lanes of travel to the I-205 Corridor will eliminate the I-205 Corridor Congestion, but Tolling this I-205 Improvement Area, will just make diversion much, much worse and move it indiscriminately to side-streets, roads, highways, and bridge that are not designed nor have the safety consideration to safely handle these massive increases in incidents of travel. This will push significant diversion into the highly congested I-5 intercity Portland Corridor, thus increasing congestion related Carbon Emissions.

Average weekday travel times in all side-streets, roads, highways, and bridges, in the API could become too difficult to impossible with some at a complete dead stop for most of the day, making first and last mile after speeding along on an empty I-205 Corridor and attempting to get off and find that nothing is moving.

The multi-Mode availability of Transit in this API area of a “Transit Wasteland” is limited and not practical. All attempts to this point, to provide transit have proven to be very costly failures.

### **3.1.1 Active Transportation – multi-Mode Options**

Topology restraints, the Willamette River and nothing being flat and conducive to Bike and PED used, makes it impractical to be considered as a viable multi-Mode option that could be considered as a way that people can get around and not exposed themselves to choosing alternative non-Tolled Routes.

There are few, connecting Bike and Pedestrian Trails, because of topology.

### **3.1.1 Truck Freight Mobility**

Having high numbers of Incidents of Travel diverting and no longer using I-205 Corridor, Freight Mobility will improve, just in the I-205 Corridor. However, all Freight Mobility, not on I-205 Corridor will be much worse than LOS F, as it is foreseeable that Highways like 43, and 99E and all the feeder roads and arterials that take traffic to and from the I-205 Corridor will come to a dead stop. This will kill local commerce and distribution.

### **3.1.1 Transportation Safety**

The comparison of Traffic Safety of people and commerce traveling in a well-designed Interstate Corridor like I-205 as compared to all the side-streets, roads, highways, and bridges that are not designed nor have the safety consideration built into them, is the difference between day and night. This will make these alternate routes taken to avoid paying tolls nightmares, and will increase accidents rates, and result in killing more people who are just attempting to avoid paying tolls. The analogy of people going to Starbucks and getting a cup of their favorite drink, can become the difference in paying a toll or having their favorite drink.

### 3.1.2 Environmental Consequences

This section should summarize the short-term and long-term transportation effects of the No Build, Build with Tolling and Build without Tolling, as Alternatives.

The current funding for I-205, Phase 1A of the Abernethy Bridge Improvement Project, was enabled by HB-3055 and is not obligated to be funded by Tolling Bonds at this time. One of the purposes of this EA, is to gain FHWA approval that it does not violate NEPA guidelines in determining that Tolling would become highly detrimental to Clackamas County and its property owners, economy, cities, people, and businesses, because of diversion and re-routing. The only alternative of Build without Tolling should rise to become the number one choice.

This I-205 Improvement Project has started and there is no turning back, so the No Build Alternative, truly is no longer applicable or in consideration. The choice now is how do we pay and fund this I-205 Corridor Improvement Project. Build with Tolls or Build without Tolls and this then becomes this Critical Thinking exercise of Weight Values and comparisons of what is more important and provides the most benefits and Return on Investment/ROI.

#### 3.1.2 Short- & Long-Term Effects

1. In West Linn, the Long-Term effects with Tolling and ramifications that this brings on with all three travel lanes on I-205 in each direction tolled creates these conditions. The travel speeds of traffic would be free-flowing on I-205 Corridor with no congestion and at the speed limit.

2. However, diversion will have very adverse effects on SW Borland Road, and Woodbine Road, Willamette Falls Drive, will experience an extremely elevated levels of diverted traffic. Sunset Avenue, and Broadway Street will equally experience elevated level of diverted traffic, with never ever level experienced, of new incidents of travel. Willamette Falls Drive could become exceedingly difficult to use as it becomes the alternative route to the non-Tolled Arch Bridge over the Willamette River. Elevated levels of diversion will occur on all side-streets and arterials in West Linn and on Hwy 43 to get to or from the Arch Oregon City-West Linn Bridge. The Hwy 43 and 99E/McLoughlin Blvd. will experience significant re-routing starting or ending with those coming from or going to Multnomah County and Portland. Those crossing the Willamette River on the non-Tolled Arch Oregon City-West Linn Bridge to avoid a toll will by habit chose this route even accidentally. Additionally, I-5, I-84, Hwy 213, and Milwaukie Expressway OR 212-224 will be heavily impacted.

3. Build without Tolling will have major positive effects, of eliminating all diversion to the I-5 Corridor. This also reduces critical mass in its highly restricted bottle neck areas like with and where I-5 and I-84 intersect on the east bank sections I-5, which is 2 lanes in each direction area. This section of the intercity I-5 Corridor is considered some of the most dangerous areas, and it is subject to high rates of accidents starting with the Terwilliger Curves going into this significant I-5, 2 lane Choke Point/Bottleneck, that includes between the Freemont Bridge and the I-5 Marquam Bridge with its very narrow lanes, all of which are too expensive to fix.

4. Diverting traffic away from I-5 Corridor and intercity Portland even suggests the need and consideration of adding a fourth through lanes on the I-205 Corridor as the most cost-effective approach to solving the System Wide capacity needs of north – south capacity into 2040 in the Greater Portland ODOT Region One. Having a “Free-Flowing” I-205 Corridor as a Route and Beltway that bypasses intercity Portland with adequate capacity is a financial win-win.

### 3.1.2 Traffic Volumes and Potential Rerouting Daily Traffic Volumes

This EA is inadequate in its depiction of diversion and re-routing and its foreseeable effect. The System Wide impacts with Tolling are very under-stated and it is alarming. They, ODOT's Urban Mobility Office and Metro should know that, and if they do not know that they need to get another job or declare that their bias opinions within representing incomplete information and un-truths!

This EA, should only be about Build with Tolling and Build without Tolling and no build is no longer part of any consideration. To make that determination there is this imperative need to have the process and discovery that occurs within an Environmental Impacts Statement. A Greater Portland System Wide Review could suggest that at this time in the I-205 Improvement Project there should be the considerations of adding a fourth through lane, as part of re-directing more traffic away from and out of the I-5 Corridor. A fourth through lane of travel in the I-205 Corridor and it could become a Tolle Express Lane or a Truck Specific Lane, within redirecting more truck traffic out of intercity I-5 Portland.

- Adding a third lane to I-205 between Stafford Road and OR 213 would be a "lane continuity" project. The Build Alternative without Tolling with a widen the 7-mile section of I-205 from two through lanes to three through lanes to match the number of through lanes on the adjacent portions of I-205, would eliminate the need for all congestion management. This, however, would induce incidents of travel that had previously diverted and re-routed to the I-5 Corridor to use the I-205 Corridor. Having a Free-Flowing non-Tolled I-205 Corridor would induce greater incidents of Travel on itself from other less safe alternatives.

Creating a Free-Flowing, non-Tolled I-205 Corridor will attract - induced demand and it would likely be more than just localized trips in the widened area and those who are currently diverting away from I-205 due to congestion, but would now return to I-205 because conditions under the Build Alternative without Tolling would be more attractive than using the I-5 Corridor and side-streets, roads like Willamette Falls Drive and Highways like 43 and 99E/McLoughlin Blvd.

- Adding a third lane to I-205 between Stafford Road and OR 213 with the "Build Alternative with Tolling" eliminates a significant capacity gain from creating the desired result. Build with Tolling, just shifts congestion out of the I-205 Corridor onto the I-5 Corridor and to all the local side-streets, roads, highways, and bridges that are non-Tolled Alternatives. Historically, the motoring Public will drive fifteen miles out of their way on average, just to not pay a Toll.

This foreseeable diversion and re-routing of trips to non-Tolled routes reduces public safety but it also restricts movement on all these alternative routes, not designed with the needed safety considerations and having adequate capacity. This will create great hardships in these effected communities.